

## **Bicycle Master Plan Public Meeting Minutes**

January 13, 2005 6:30 PM to 8:30 PM  
Benton Building , 417 E. Fayette Street  
8<sup>th</sup> Floor – Phoebe Stanton Conference Room

---

### **Attendees:**

Carley Francis, Gary Letteron, Baltimore City Department of Planning  
Fred Shoken, Baltimore City Department of Transportation  
Jennifer Toole, Robert Patten, William Schultheiss, Toole Design Group,  
Consultants  
Approximately 100-120 members of the public

### **Introduction**

The Bicycle Master Plan will develop a comprehensive network of bicycle routes, trails, lanes and other facilities. It will identify on road and off road opportunities that are suitable for bicycling, develop design guidelines, recommend policies for improving the bicycle climate for Baltimore City and provide for input from the general public and key stakeholders. The result will be a master plan to guide the future development of bicycle facilities for both recreation and transportation in Baltimore City.

### **Consultants**

Toole Design Group has been hired as consultants for the project and the time frame of the project is one year. The firm has extensive experience in developing bicycle and pedestrian planning and engineering studies, including the District of Columbia Bicycle Master Plan and the Maryland Pedestrian and Bicycle Safety Education Program. Jennifer Toole, President of Toole Design, introduced other members of her team: Bill Shultheiss and Robert Patten.

### **Overview Presentation**

Robert Patten of Toole Design Group provided a Power Point slideshow overview of the project identifying project goals, the scope of work and specific tasks.

Specific slides illustrated how some streets in Baltimore could be made more bicycle friendly with the installation of bike lanes where lane widths allow; how the “trolley lane” at the Inner Harbor could be developed into a first class exclusive bicycle lane; and the need for improved facilities.

### **Breakout Sessions**

In order to obtain input from the public, maps of Baltimore City were provided at stations within the conference room. The public was invited to highlight recreational routes, transportation routes and key destinations on the maps. The maps were color coded to identify existing streets/routes that were adequate for

bicycle accommodation and facilities in need of improvement. The public input on these maps will assist the consultants in developing a preliminary route network for Baltimore City.

#### Destination Breakout Session

The major bicycle destinations indicated by participants included: all major colleges and universities, major hospitals, connections to rail and bus terminals, main streets and business districts, museums, public schools and libraries.

The major bicycle destinations indicated by participants included:

- All colleges and universities
- Major hospitals, most notably Johns Hopkins
- Downtown and Inner Harbor attractions
- Transportation connections
  - Penn Station
  - Camden Station
  - West Baltimore MARC Station
  - New Greyhound Bus Terminal
  - Light Rail and Metro Stations
- Main Streets & Business Districts
  - Light Street – Federal Hill
  - Broadway – Fells Point
  - 36<sup>th</sup> Street – Hampden
  - Eastern Avenue – Highlandtown
  - Greenmount Avenue – Waverly
  - Can Company & O'Donnell Street – Canton
- Museums
  - Baltimore Museum of Industry
  - Visionary Museum
  - Baltimore Museum of Industry
- Public Schools & Libraries

#### Transportation Routes Breakout Session

The major bicycle transportation routes indicated by participants included all major arterials into downtown, major cross town connectors and good bike routes off major roads (for example an East Baltimore route primary utilizing Bank Street and Patterson Park).

The major bicycle transportation routes indicated by participants included: (Note: virtually all streets with the exception of Roland Avenue were identified as needing major improvements for bicycle transportation)

- Major Arterials into Downtown Area
  - Charles Street/Maryland Avenue
  - St. Paul Street/Calvert Street
  - York Road

- The Alameda
- Loch Raven Boulevard
- Harford Road
- Walther Boulevard
- Belair Road
- Orleans Street
- Eastern Avenue
- Boston Street
- Hanover Street
- Washington Boulevard
- Wikens Avenue
- Frederick Avenue
- Edmondson Avenue
- Liberty Heights Avenue
- Reisterstown Road
- Park Heights Avenue
- Greenspring Avenue
- Falls Road
- Roland Avenue
- Crosstown Connectors
  - Northern Parkway
  - Belvedere Avenue
  - Coldspring Lane
  - 33<sup>rd</sup> Street
  - 25<sup>th</sup> Street
  - North Avenue
  - MLK Boulevard (Off Street)
  - Fulton Avenue/Monroe Street
  - Broadway
- Good Bike Routes Off Major Streets
  - East Baltimore Bikeway – Inner Harbor to Bank Street to Patterson Park to Hopkins Bayview to Baltimore County
  - Hopkins to Lake Montebello via Greenway – Southway – 35<sup>th</sup> Street – 36<sup>th</sup> Street – Ednor - Lakeside

#### Recreation Routes Breakout Session

The major bicycle recreation routes indicated by participants included: routes connecting to existing parks trails (for example Druid Hill Park to Leakin Park or Wyman Park to Herring Run Park), Waterfront Promenade Recreation Trail, Druid Hill Park Mountain Bike Trail, Baltimore City connections to County Trails (Northern Central Trail, B & A Trail, etc.), Western Run/Cross Country Boulevard and Stony Run.

The major bicycle recreation routes indicated by participants included:

- Routes connecting existing parks/trails

- Druid Hill Park to Hanlon Park (Lake Ashburton) to Leakin Park
  - Druid Hill Park to Cylburn Park (Jones Falls Trail)
  - Druid Hill Park to Wyman Park to Lake Montebello/Herring Run Park
  - Clifton Park to Herring Run Park
- Inner Harbor/Federal Hill Park to Fort McHenry
- Waterfront Promenade Recreational Trail
- Druid Hill Park Mountain Bike Trail (along winding eastern park roads)
- City Connections to County Trails
  - Northern Central
  - Baltimore and Annapolis
  - BWI Airport
- Stoney Run
- Western Run – Cross Country Boulevard/Kelly Avenue
- Middle Branch Park Trail
- Extension of Herring Run Park to north City Line

#### “Big Ideas” Group Session

The “big ideas” group session identified improvements in the following areas: Bicycle Riding Encouragement, Education/Safety, Enforcement, Maintenance, Law/Policy and Other. Major recommendations included: ride to work programs, outreach to all segments of the population, “share the road” campaigns, more bike tours/activities, school safety and helmet programs, driver training, more bike racks, including bike facilities/routes in road planning/design, more police on bikes and better training on bicycle laws, bike racks on all busses and local bike route map/website.

- Encouragement
  - Employee Ride-to-Work programs – tax breaks and financial incentives for commuting by bike in lieu of driving
  - Outreach to all segments of community - reach underserved populations: minorities, low income, and Latino community
  - Ravens/Orioles advertising encourage people to ride
  - Install racks at Camden Yards - Valet bike parking
  - Utilize traffic reports for biking “share the road” public announcements
  - Require bicycle support facilities (bike parking, showers) as part of new buildings and development
  - Support live where you work programs
  - Bicycle rehab-coop
  - Traffic Calming
  - Tour dem Parks.org

- Education/Safety
  - Increased Share-the-Road cycling
  - Encourage bike helmets usage “ Helmet are Cool”
  - Schools: Safe Routes to School
  - Bicycle hot line, website, email exchange
  - In media campaigns, include economic and public health benefits associated with biking
  - Good & safe routes website
  - Driver retraining to share the road - one question on the Drivers Test is not enough
  - Mass public media education campaign on car/biking etiquette
  - Educate drivers about bicyclists rights with: share the road signs, advertising campaigns and drivers exams
- Enforcement
  - Increase Police on bikes (10 existing)
  - Officers need targeted bike law/rights/responsibility training
  - Sting operations
  - Make bike training for police mandatory
  - Issue citations to drivers violating cyclist rights
  - Severe penalties, fines, points to drivers for bike impediments
  - Stop police from harassing cyclists
- Maintenance
  - Bike parking at bus stations
  - More bike racks with appropriate lighting
  - Racks inside or protected from weather
  - Install bike racks on all buses
  - Bike parking in parking garages
  - Access to MARC and Amtrak
- Law/Policy
  - Design review should include bike representative
  - Road design must consider: Should vs. shall requirements; Bicyclists / Training
  - Mode shifts in planning
  - Decrease traffic
  - Increase cycling
  - Allow bicycles into government buildings evening meetings
  - Roadwork/transportation must accommodate bikes, i.e.: eliminate parallel drain grates, etc.
  - Defend citizen feedback channel, like an ombudsman/chairperson
  - Riders must ride in lane if available

- Other
  - Bicycle parking integrated with parking meters
  - Clinton/Boston Street – work at terminal
  - Update UMBC bike map
  - Bike priority routes (mode)
  - Adventure cycling route through the city
  - Bike sharing
  - Cultural retraining – major value shift
  - Mode linkage/integration with buses, MARC, light rail, Metro
  - A website could be utilized for:
    - Targeted “stings”
    - Online problem reporting
    - 311 Service Request for Bike Facility Maintenance

## **Conclusion**

The meeting concluded with providing members of the public with survey sheets and an internet link to provide additional input for the project:

<http://www.surveymonkey.com/s.asp?u=86355743450> . There was positive encouragement from the large turnout and the cooperative spirit of the meeting. A special acknowledgement was given for One Less Car, Inc. for generously donating refreshments for the meeting.